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In re PATENT APPLICATION of Inventor(s) 09/282, 432 Appln. No. series code of serial no. Filed: March 31, 1999

TITLE:

Group Art Unit: 3744
Examiner: JONES, M.
Atty. Dkt. PMS 258714

Name or type of signed paper being transmitted:

Second Preliminary Amendment

Please deliver to Exr M. Jones ASAPI

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41194 ,258714 C# / M#

PAT-286. 11/97

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

inventor(s); NAKAGAWA, et al. Appln. No.:

09 Series Code A

Serial No. 1

Examiner: Atty. Dkt. PM

Group Art Unit 3744 JONES, M.

258714

TYF-97232 Client Ref

Filed: March 31, 1999 Asst. Commissioner of Patents Washington, D.C. 20231

Appln. Title:

AIR CONDITIONER FOR A VEHICLE

Sir:

SECOND PRELIMINARY AMENDMENT

Date: September 24, 1999

This is a second preliminary amendment in the above-identified application and includes the herewith attachment of same date and subject which is incorporated hereinto by reference and the signature below is treated as the signature to the attachment in absence of a signature thereto.

1. "Small Entity" statement(s) filed	FEE REQU	FEE REQUIREMENTS FOR CLAIMS AS AMENDED						
previously (No.)	Claims remaining efter amendment	Highest number previously paid for		Present Extra	Large/Small Entity	Additional Fee	Foe Code	
2. Total Effective Claims	8	*"mlnus	20	0	x \$18/\$9 =	+0	422522	
3. Independent Claims	4	eunim***	4	0	x \$78/\$39 =	+0	103/203	
4. If amendment enters proper n time (leave blank if this is a reiss 5. Original due Date:	nuitiple dependent of application)	*********	his ap	plication for <u>first</u>		+0	102/202	
6. Petition is hereby made to extend the original		⊠ NONE						
for which the requisite fee is atte	(1 mo) (2 mos) (3 mos)		\$110/\$55 = \$380/\$180 = \$870/\$435 =	+0		115/215 116/218 117/217		
7. Enter any previous extension fee paid since above original due date and subtract -								
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12. No. of additional inventions for examination per Rule 129(b)					x \$760/380 ea =	+0	149/249	
14.						+0	140/248	
15. *If the entry in this space is less than e	entry in next space, the "	Present Extra"	esult is	"O",	NCLOSED =	\$0		
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:				Dep. Acc. # 03	3-3975			
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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re PATENT APPLICATION OF

Atty. Dkt. No.: 258714

NAKAGAWA, et al.

Group Art Unit: 3744

Appln. No.: 09/282,422 .

Examiner: JONES, M.

Filed: March 31, 1999

FOR: AIR CONDITIONER FOR A VEHICLE

September 24, 1999

SECOND PRELIMINARY AMENDMENT

Hon. Commissioner of Patents and Trademarks Washington, D.C. 20231

Sir:

Please amend this application as follows after entering the March 31, 1999 Amendment as to the replacement insert on page 2 starting at 7 lines up from the bottom and extending through page 13 last line, and ignore the conflicting amendments in that Amendment concerning pages 12 and 13, but enter the rest of the Amendment, and further amend this application as follows:

Page 14, above line 1, insert:

--BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 is a schematic structural diagram of an air conditioner according to a first embodiment.

Fig. 2 is a schematic structural diagram which shows the arrangement of an engine and an electric motor of a hybrid car applied to the first embodiment.

Fig. 3 is a flow chart which shows an example of heat storage processing.

Fig. 4 is a flow chart which shows an example of heat dissipation processing.

Fig. 5 is a schematic structural diagram of a hybrid car and an air conditioner according to a second embodiment.

Fig. 6 is a schematic structural diagram of a hybrid car and an air conditioner according to a third embodiment.

Fig. 7A is a schematic structural diagram of an air conditioner applied to a fourth embodiment

Fig. 7B is a schematic structural diagram which shows transmission of driving force based on Fig 11A.

Fig. 7C is a schematic structural diagram which shows another example of transmission of driving force, which is different from that in Fig. 11B.

Fig. 8 is a flow chart which shows an example of a driving-source switching operation according to the fourth embodiment.

BEST MODES FOR CARRYING OUT THE INVENTION

An air conditioner for a vehicle according to the present invention will be hereinafter described in detail with reference to the attached drawings.

Fig. 1 shows a schematic structure of an air conditioner for a vehicle (hereinafter referred to as "air conditioner 10") applied to a first embodiment. Fig. 2 schematically shows a portion of a hybrid car 12, which is an example of a vehicle equipped with the air conditioner 10.--

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